

BASS, LIGHT
GRAVITY ALE
\$2.50 Per Dozen Pints
IND. COOPE'S STOUT
1 \$2.35 Per Dozen Pints.
H. Price & Co.,
455

The China Mail.

ESTABLISHED 1845.

CANADIAN
CLUB
WHISKY
\$20.00 Per Dozen.
H. Price & Co.
455

No. 13,118

號七十月四年五零百九千一英

HONGKONG, MONDAY, APRIL 17, 1905.

日三十月三年巳乙

PRICE, \$3.00 Per Month.

MACWEN, FRICKEL & CO.
FORWARDING DEPARTMENT.

REGULAR Weekly Departures for
EUROPE.
Parcels and Goods shipped to all parts
of the World.
All Expenses, including Duty and other
destination charges, may be paid by sender,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment &c. at a high rate.
Estimates for Freight and other charges
upon receipt of Cable Capacity, Contents,
Weight and Value.

CHINA PARCEL EXPRESS.
Office—3, DUNDRELL STREET.
Hongkong, December 5, 1904. 1815

Wanted.

WANTED.

AN EXPERT TYPEWRITER, good
Salary to a quick worker.
Apply to
JOHNSON, STOKES & MASTER.
Hongkong, March 31, 1905. 651

WANTED.

FROM July next, FOUR OFFICES,
must have central position.
Apply to
Care of "CHINA MAIL" Office.
Hongkong, April 11, 1905. 760

Intimations.

NOTICE.

THE Business of a Solicitor and
Notary Public heretofore carried on
by me at Nos. 33, 41 and 43, Des Voeux
Road, and the name of GEO. K. HALL
BRUTON, will, as from this date, be carried
on under the name of BRUTON,
HALL & GOLDING.
GEO. K. HALL BRUTON.
Hongkong, April 10, 1905. 745

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of
TURKISH TOBACCO. Our EGYPTIAN
CIGARETTES are "Fresh," as we
make them every day. We can recommend
them as First-class Smokes. We receive
our Tobacco Fresh from Egypt by every
mail. A Trial Order will satisfy the most
sceptical. We defy competition.
T. E. P. SPYROPOULOS, Proprietor.
Hongkong, February 16, 1905. 325

THE KOWLOON DAIRY,
KOWLOON.

CONDUCTED on European principles.
COWS imported from America and
Australia.
Special Cow kept to supply infants.
DELICIOUS MILK Twice Daily.
New Laid Eggs—30 Cents per Dozen.
Can be had at 89, WELLINGTON STREET.
Milk—10 Cents per Small Bottle.
Milk—20 Cents per Large.
Orders received at 213, Des Voeux Road,
89, Wellington St., and Kowloon Dairy,
Kowloon.
A. AHVWE, Proprietor.
Hongkong, March 31, 1905. 679

FIVE POINTS

ABOUT

'SINGER' SEWING MACHINES.
PRICES CHEAPER THAN AT HOME.
FIVE YEARS' GUARANTEE.
FREE INSTRUCTION.
EASY PAYMENTS.
FREE REPAIRS AND CLEANINGS.
Hongkong, March 23, 1905. 1232

WASHING BOOBS.

(In English and Chinese).
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office—1/2 each.
China Mail Office.

THE POPULAR

SCOTCH
IS
BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
H. M. THE PRINCE OF WALES

Supplied at all the Leading Clubs and
Hotels, and to be obtained from LANE
CRAWFORD & Co., Queen's Road
Central.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES:
No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAN, 2,365 tons, Captain H. D. Jones.
s.s. FOWAN, 2,338 tons, Captain R. D. Thomas.
s.s. PATCHAY, 2,980 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,673 tons, Captain C. V. Lloyd.
s.s. KINSAN, 1,995 tons, Captain J. J. Lussan.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday Excepted).
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-
mer Time Table).
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamilton.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.
Further particulars may be obtained at the Office of the—
JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 588 tons, Captain C. Butcher.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
16 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
FIVE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
28, WYNDHAM STREET.
Hongkong, September 6, 1904. 163

DON'T WORRY.

If You Want Solid Comfort,
Both Up The Peak and Down,
There's but One Way to get it.
In This Man's Bloated Twp.
13, SHAKUWAN ROAD. Tram Passes the Door.
Hongkong, March 8, 1905. 19

NOTICE.

THE Hongkong Licensed Pilot Association
have this day REMOVED their
Office to First Floor of 15, 16, 17,
CONNAUGHT ROAD CENTRAL.
Hongkong, April 5, 1905. 735

COTTAM & CO.,

HIGH-CLASS OUTFITTERS.

Just Arrived:

NEW LINE SUMMER GOODS.

SUMMER COLOURED TUNG SHIRTS,
WHITE GAUZE SHIRTS, PYJAMA SHIRTS,
BOSTON CUFFS, BAYES CUFFS, ETC., ETC.

Brown Boots.

The Latest Fashions in High-class

NECKWEAR.

EVERY SEASONABLE NOVELTY.

HONGKONG HOTEL BUILDING.

Hongkong, April 12, 1905. 771

CHEE WING & CO.,

28 & 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

IRON WARE, &c.

STEEL GIRDERS AND TEES,

CORRUGATED IRON, PIG IRON, &c.,

Suitable for

SHIPS, BOILERWORK AND HOUSE BUILDING.

Hongkong, May 29, 1904. 1227

ROYAL HAIRDRESSING SALOON.

No. 1, BEACONSFIELD ARCADE.

W. E. has to notify the Public generally

of Hongkong that he has just

OPENED a First-class Tonsorial Hall at

the above address. Workmen of the highest

Speciality.

VICTOR BARON LLA, Proprietor.

Hongkong, April 10, 1905. 423

NIPPON LAUNDRY.

No. 52 and 53, PRAYA EAST.

ALL Work done in this Establishment

is promptly executed. Neatness a

Speciality. Ironing and Washing done by

experienced Japanese. Prices moderate.

G. MOY, Proprietor.

Hongkong, February 13, 1905. 268

S. MOUTRIE & CO., LD.

PIANO AND ORGAN

MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of

second hand Pianos from \$50 up-

wards, and a written guarantee for a

period of TWO Years given for each in-

strument.

A large consignment of uprights, ho-

nos of \$150 each, 67 nos at \$100

each, and a large stock of

the latest and best variety of

Musical Instruments. Our

workmen are experts and

WE DEFY COMPETITION.

Inspection Invited.

Hongkong, March 3, 1905. 458

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

with

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.

STAG HOTEL.

FURNISHING DEPARTMENT

JUST RECEIVED

New and Select Designs in Tapestries.

FOR FURNITURE COVERINGS, &c.

French and English Cretonnes,

ALL THE NEWEST DESIGNS AND COLORINGS.

Plain and Printed Sateens, A CHOICE SELECTION.

Lace Curtains. Art and Figured Muslins.

TAPESTRY TABLE COVERS IN ALL SIZES, &c.

148, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.

WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to

THE MANAGER.

Hongkong, November 2, 1904. 1955

The Peak Hotel.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Railway Terminus, 1,400 feet above Sea Level.

Open to the South Winds in Summer and protected from the North-East Winds in

Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent

islands for forty miles.

A FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Terms: From 12s. per day. TOWN OFFICE—3, DUNDRELL STREET.

Hongkong, March 27, 1905. CABLE ADDRESS: "PEACFUL."

D. NOMA, TATTOOER,

62, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 a.m. till 5 p.m. My 32 years

experience in tattooing is a guarantee of good work and prompt execution. My

designs are absolutely free and perfectly harmless, and produce a charming effect not

obtainable by any other. My composition is only known to me. H. R. H. The Duke

of York and of I. H. The Emperor of Russia, both honoured me with their patronage.

Locations: many others of high rank. Prices Moderate and satisfaction guaranteed as

attested by 120 testimonials which I have received from all sources.

Hongkong, August 2, 1904. 1419

IF YOU WANT A GOOD STEAK

VISIT

SAM NEWMAN'S SILVER GRILL ROOMS,

37, DES VOEUX ROAD.

Hongkong, March 29, 1905. 599

N. LAZARUS,

OPTICIAN.

10, D'AGUILAR STREET, HONGKONG.

SHARP TESTED PRES. LENSES GRIND ON THE PREMISES.

A. S. TUCKFORD, Manager.

Hongkong, October 1, 1904. 1797

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.

AMATEUR WORK A SPECIALITY.

Hongkong, October 6, 1904. 1812

OUR

SUPER CHIANTI

has been AWARDED the GOLD

MEDAL at the ST. LOUIS

EXHIBITION.

Price \$9.75 per Case 1 Dozen.

GREGOR & CO.,

WINE MERCHANTS.

34, QUEEN'S ROAD CENTRAL, First Floor.

(W. POWELL & CO'S OLD PREMISES)

Hongkong, April 17, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Hongkong, March 7, 1905. 2853

Shewan, Tomes & Co.,

GENERAL MANAGERS.

ARE SHOWING:

SUMMER GOODS

IN

Muslins, Linens, Laces, Guipure, etc.

Straw Hat Shapes. American Shoes.

DRESSMAKING A SPECIALITY.

Hongkong, April 8, 1905. 1095

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

THE 'CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.

Hot and Cold Water throughout. Special Rates for Tourists.

Laminé Service for Guests.

For Terms, apply

THE MANAGER.

Hongkong, August 1, 1904. 1415

AN OLD FAVOURITE

V.R.O. VEUR SCOTCH WHISKY

(SQUARE BOTTLES).

Price \$16 per dozen.

THE VICTORIA DISPENSARY,

Wine and Spirit Merchants, &c.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

The Pridget Son, by Hall Gains \$1.25

The Gems of the East, by Savage Landor \$2.50

Europe in the Far East, by Douglas \$4.70

A Secret Agent in Port Arthur \$1.50

Scott's Stamp Catalogue, 1906 \$1.25

New Map of Kiang Tung Province \$1.50

Ant. Louis's First Book \$1.50

A Diary of the Russo-Japanese War, with Maps and Illustrations; Parts 1 & 2 \$1.50

Confessions of a Young Man \$1.50

Man's Place in the Universe \$2.50

Financial Folly \$1.50

The Best Egyptian Cigarettes: Sultan's, \$2.00; Pasha's, \$2.50 per 100.

Constant Fresh Supply. New Windsor Fountain and Symplopho Pens.

Telephone No. 76.

SOLE AGENTS FOR HONGKONG—

Caldbeck, Macgregor & Co.,

15, QUEEN'S ROAD.

Hongkong, April 4, 1905.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES,
LARGE ASSORTMENT OF SPECTACLES,
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN OIL.
ALL KINDS OF WORK DONE FOR AMATEURS.
64, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1, SUZUKI-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 101 HONG KONG STREET, FIRST FLOOR.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimoda, Moji, Wako,
Matsuyama, Karatsu, Kuchino, Sasebo, Maizuru, Miike, Hakodate,
Tahara, etc.
Telegraphic Address: 'MITSUI' (A.B.C. and I Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokokai, Honda, Kanada, Fujimatsu, Manada, Manoura,
Ogawa, Otsu, Sasehara, Teubakuro, Yoshinobu, Yoshio, Yuzukibara, and other
Coals.
S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

UNTOUCHED BY HAND.
MELLIN'S
FOOD
For INFANTS and INVALIDS.
MELLIN'S FOOD is free from Starch
When prepared is similar to Breast-Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

DINNEFORD'S
The Physician's
Cure for Gout,
Rheumatic Gout,
and Gravel.
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Spur Excitations, Bilious Affections,
and the Stomach of Pregnancy.
DINNEFORD'S
MAGNESIA

JOHN OAKLEY & SONS
EMERY
GLASS BLACK
PAPER LEAD
WELLINGTON KNIFE POLISH
JOHN OAKLEY & SONS, Limited, "Wellington" Mills, LONDON.

EXQUISITE IN FLAVOR.

Highly concentrated, perfect in solubility,
hence the most nourishing and easily digested.

van Houten's
Cocoa

is a perfect beverage, light and delicate,
invigorating and sustaining. It is easy to
make, and cheaper in use than any other.

Best & goes farthest.

Intimations.

mitsu bishi co.

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

Cable Address: 'IWASAKI',
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
YOKOHAMA: M. ASADA.
CHINKIANG: CHENING & Co.
MANILA: MACOSRAY & Co.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Armaments; the Imperial Railways; the Imperial Works; the Imperial
Sanyo, Kishu and the other Principal Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima,
Gohji, Shimizu, Naniwa and Kani-
Yama Collieries, and also Tojo Colliery,
which will shortly be ready to produce on
a large scale the best Buzon Coal.
Sole Agents for Kigyo, Komatsu (Tagawa)
and Tachibana Collieries.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coal produced from the above
Collieries.
Coal sold in 1904 by the Company
amounted to 1,520,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima
Colliery have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.
Hongkong, March 11, 1905.

JOHN S. ALLEN,
EXPORT MERCHANT,
117, PITT STREET,
SYDNEY, N.S.W.

SOLE Export Agent for China, Japan
and Philippine Islands for The New
South Wales Concentrated Milk Company.
CORRESPONDENCE INVITED.
Hongkong, February 29, 1905.

NOTICE TO SHIPPERS.

THE NIPPON Yusen Kaisha are
prepared, during suspension of their
Trans-Pacific Service and until further
notice, to Book Cargo and issue Bills of
Lading to SEATTLE, WASH., VICTORIA,
B.C., and PACIFIC COAST
PORTS, AND TO OVERLAND POINTS
IN THE UNITED STATES AND CANADA
in connection with the GREAT NORTH-
WESTERN RAILWAY from SEATTLE as
hitherto, by the Steamers of the NORTH-
WESTERN PACIFIC S.S. COY., BOSTON
STEAMSHIP and "POWDER" COYS.
OCEAN S.S. COY. and CHINA MUTUAL
S.S. COY.
For further Particulars, apply at the
Company's Local Branch Office in Prince's
Buildings, First Floor, Chester Road.
A. S. MIHARA,
Manager.

Hongkong, May 20, 1904.

QUONG HING LUNG,

FIRST-CLASS
Tailor and Outfitter.
30 Years' Experience in U.S.A.

UP-TO-DATE CUTTER.

PERFECT FIT GUARANTEED.

FANCY GOODS DEALER.

PRICES VERY LOW.

No. 86, Queen's Road Central, Hongkong.

Hongkong, September 14, 1904. 1685

WING FAT,
IMPORTER and EXPORTER
AND
SILK MERCHANT.

JEWELLERY DEALER AND GOLD
AND SILVERSMITH.

Has always on hand a Specially Select
ed Assortment of every kind and
pattern of Chinese Manufactured SILKS,
CURIOS, IVORY WARES, and best
quality of China Green Cloth and Chinese
Embroideries.
Also,
Best kind of Manila Oils.
Inspection is cordially solicited. Prices
very low.

No. 66, QUEEN'S ROAD CENTRAL,
Next Door to Chinese Club.
Hongkong, November 1, 1904. 1986

Intimations.

HONGKONG CLUB
NOTICE.

THE NINETEENTH YEARLY
GENERAL MEETING of the Mem-
bers of the Hongkong Club will be held in
the Club House, on THURSDAY, the 20th
April, 1905, at 8 p.m.
By Order,
U. H. GRACE,
Secretary.

Hongkong, April 12, 1905. 769
UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per
cent upon contribution for the year
1904 has been declared.
Warrants will be issued on the 3rd May.
By Order of the Board,
G. MONTAGUE EDE,
Acting Secretary.

Hongkong, April 13, 1905. 783

GEO. FENWICK AND COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the Company will be held at
the HONGKONG HOTEL, Victoria,
Hongkong, on THURSDAY, the 25th day of
April, 1905, at 12.30 o'clock in the after-
noon, where the subjoined resolution will be
proposed.

RESOLUTION:
'That the Capital of the Company be
increased from \$150,000 to \$450,000 by the
issue of 12,000 new shares of \$35 each,
that 6,000 of the said new Shares be offered
to the parties who on the 29th day of April,
1905, shall be Members, in proportion to
the existing Shares held by them; that the
full amount of each of the said 6,000 new
Shares taken up be paid to the Company
before (without interest thereon) on or
before the 30th day of June, 1905, or
(with interest thereon at the rate of 12
per cent per annum from the 30th
June, 1905, to the 15th August, 1905,
or for such lesser period as the Directors
shall think fit to determine; and that the
Directors shall think fit to determine;
and the TRANSFER BOOKS AND RE-
GISTER OF SHARES will be CLOSED
on the 29th and 30th April, 1905.
By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager.

Hongkong, April 14, 1905. 790

HONGKONG JOCKEY CLUB.
NOTICE.

AN EXTRAORDINARY GENERAL
MEETING of the Members of the above
Club will be held in the CITY HALL, on
SATURDAY, the 29th April, 1905, at 3 p.m.
A Notice will be sent to Members
embodying the Special Resolutions to be
submitted at this Meeting.
By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, April 14, 1905. 788

HONGKONG JOCKEY CLUB.
NOTICE.

THE HALF-YEARLY GENERAL
MEETING of the Members of the above
Club will be held in the CITY HALL, on
SATURDAY, the 29th April, 1905, at 3 p.m.
By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, April 14, 1905. 789

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur
ENLARGEMENTS A SPECIAL FEATURE.
BRANCH
HONGKONG HOTEL CORNER OF
1587

KWONG TY CHEONG.
LAWYER OF NO. 47, QUEEN'S ROAD CENTRAL.
CHINESE & JAPANESE CURIO
DEALER.
PRICES VERY MODERATE.
8, D'ALGAR STREET, HONGKONG.
HONGKONG HIGH-LEVEL TRAM-
WAY COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
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when she drifted around. The third mate had charge of her and brought her in under a jury rig. The same storm caught her that we had experienced. When the mate of the "Undine" reached the deck he found an apparition of a man between a boom in such a manner that he could not be freed. At every roll of the ship the lad cried out in agony, the heavy timber, as it swung, crushing him. His cries were pitiful. He was just a boy and toward the last they said he called for his mother. The skipper, as fine an old man as ever walked a deck, had his life crushed out by being thrown between the water butts.

"Never shall I forget the time we raised the "Undine" from Cardiff to Colombo in the "Kingfauncastle."

ON AN ISLAND.

The steamer "Tagliaterra" recently returned to Sydney from an interesting cruise among the islands of the Pacific outside the regular trade of vessels. The United States Government recently resolved to carry out deep-sea soundings and surveys in that part of the South Pacific between Easter Island in the Galapagos group, and the island of Mangrove, was selected for the work. To replenish the bunkers of that steamer at different stages of her voyage the "Tagliaterra" was requisitioned.

After leaving Westport, New Zealand, the steamer sailed direct for La Porouse Bay, Easter Island, which was reached on November 30. The "Albatross" had not arrived, and, while waiting there, the officers and crew found much to interest them at this unfrequented part of the Pacific. There are only three white inhabitants—Mr. Cooper (who represents the merchant of Callao to whom it has been leased), his wife, and foreman. The native population once 3,000, is now about 200. The stock carried on the island consists of 40,000 sheep, running wild, 10,500 wild bullocks and 600 horses. At certain periods the natives round up the cattle, of which a number are slaughtered for hides and tallow, which are shipped to Chili as opportunity offers.

The island had not been visited for 12 months, and the white residents turned for the first time of the war between Russia and Japan. The island is described as barren, and the islands are in very poor condition. The "Tagliaterra" was a month at Easter Island before the "Albatross" put in an appearance. She then sailed for Mangrove, and on her way called at Pitcairn Island, the inhabitants of which were glad to receive news of the outside world.

Dentistry.

THE AMERICAN SYSTEM OF DENTISTRY.
Dr. M. H. CHAUN,
37, DES VUEX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Opening, July 28, 1904. 1385

SIEN TING,
Surgeon Dentist,
No. 14, D'ARNAUD STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1905. 625

KWAN LEE SHEUNG,
DENTIST.
(STUDENT OF DR. O. O. ROGERS),
TAI SAN STREET,
CANTON.
March 10, 1905. 513

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
Hongkong, July 28, 1904. 1379

CARMICHAEL AND CLARKE,
CONSULTING ENGINEERS AND SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition.
1 Code.
Litho Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1903. 563

SANTAL MIDY
These tiny Capsules—superior to Copal, Cane, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.
Each Capsule bears the name MIDY.

LADIES
For functional troubles, delay, pain, and those irregularities peculiar to the sex.

APIOLINE
Prescribed by the highest French Medical Authorities and superior to Turbidity, stool drugs and Purgative.

CHAPMAN, E. & Co. Vendors, Perth.
For Sale by A. S. Watson & Co. Chemists.

For Sale.

FOR SALE.

JUST LANDED
A Large Consignment of MAGAO POTATOES.
Apply to
SAM WING CHEUNG,
19, Jubilee Street.
Hongkong, April 15, 1905. 793

FOR SALE OR TO LET.

MARTINHOE—A Five-roomed BUNGALOW on Barker Road, The Harbour, commanding a splendid view of the Harbour and only a short distance from the Plantation Road Station.
Apply to
J. S. VAN BUREN,
20, Des Vaux Road.
Hongkong, April 12, 1905. 774

Auctions.

PUBLIC AUCTION.
MR. GEO. P. LAMBERT has received Instructions to Sell by Public Auction,
on
WEDNESDAY,
the 26th day of April, 1905, at 3 P.M., at his Sales Rooms
the following VALUABLE LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong, viz.:—
ALL THAT piece or parcel of ground situated at Victoria aforesaid registered in the Land Office as INLAND LOT No. 1068. Area 689 square feet. Term 15 years. Annual Rent \$11.00 Together with the messuage thereon known as No. 8, Po Hing Fong.
For further particulars and conditions of sale, apply to
JOHNSON STORES & MASTER,
Solicitors for the Mortgagees,
or to
GEO. P. LAMBERT,
Auctioneer.
Hongkong, April 13, 1905. 782

TO BE SOLD BY PUBLIC AUCTION.
By Order of the
SUPREME COURT OF HONGKONG.

VALUABLE LEASEHOLD PROPERTY
Situated at Peak View, LYTTLETON ROAD, Victoria.

MONDAY.

the 1st MAY, 1905, at 3 P.M., at Messrs HUGHES & HOUGH'S SALES ROOMS, DES VUEX ROAD CENTRAL.
All that piece of ground situated lying and being at Victoria, in the Colony of Hongkong, and registered in the Office as the Remaining Portion of Inland Lot No. 1240 containing by admeasurement 1929 square feet together with the Messuages thereon known as Nos. 1, 2, 3, 4, 5 & 6, Park View, Lyttelton Road, Victoria.
For further particulars, apply to
Messrs DENNIS & BOWLEY,
Vendor's Solicitor,
or to
Messrs HUGHES & HOUGH,
Auctioneers.
Hongkong, April 10, 1905. 761

FOR CANTON.

THE new and fast Twin-Screw Steamer **SAN CHEUNG**, 551 Tons, Captain J. McCarty, will leave for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Second-class, \$1.00 each way. Meals \$1 each. Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 138, Connaught Road Central,
Hongkong, April 1, 1905. 700

STEAM TO CANTON.

THE new Twin Screw Steel Steamer **KWONG CHOW**, 1,300 tons, Captain J. P. MARTIN, KWONG TUNG, 1,238 tons, Captain E. W. WALKER, leave HONGKONG for CANTON at 9 Every Evening (Saturday excepted). Leave CANTON for HONGKONG at 5.30 o'clock Every Evening (Sunday excepted).
These fine new Steamers have unequalled accommodation for First Class Passengers and are lit throughout by Electricity.
Passage Fare—Single Journey, \$4.00. Meals, \$1.00 each. \$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office.
SHIU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD, WEST,
Hongkong, November 5, 1904.

WEEKLY NEWS

FOR HOME.

The Overland China Mail
Published to suit the Departure of each English and French Mail Steamer to Europe.
FULL REPORTS
AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)
\$17 per Annum (including Postage).
CHINA MAIL OFFICE,
5, WYNDHAM STREET, HONGKONG.
RAMBLE THROUGH SOUTHERN FORMOSA:
By G. TAYLOR, I. M. O'SHEA
With Woodcuts
[Reprinted from the China Review.]
One of the Best Sketches of Formosa Life yet written.
Price \$1.00.
CHINA MAIL OFFICE, 5 Wyndham Street, Hongkong.

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. Special Rates to Monthly Boarders.
No. 51, DES VUEX ROAD CENTRAL.
Hongkong, March 14, 1905. 592

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THE FAVOURITE AND POPULAR SUMMER RESORT.
UNDER ENTIRELY NEW MANAGEMENT.
SPLENDID ACCOMMODATION. Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.
J. R. NEWBOLD, Proprietor.
Hongkong, April 1, 1905. 806

Milkmaid BRAND Milk
Guaranteed Full Cream.
Largest Sale in the World.



MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUR.
April 18	M. M. Tonkin	Marseilles	May 17	May 18
" 22	P. & O. Coromandel	London	" 21	" 28
" 26	G. M. S. Empress of India	Hamburg	June 3	June 7
May 2	M. M. Armand Behic	Marseilles	May 31	May 30
" 6	P. & O. Chusan	London	June 4	June 11
" 10	G. M. S. Preussen	Hamburg	" 17	" 18
" 16	M. M. Australia	Marseilles	" 13	" 18
" 20	P. & O. Simla	London	" 18	" 26
" 24	G. M. S. Roon	Hamburg	July 2	July 6

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUR.
1905			1905
April 19	C.P.R. Empress of India	Vancouver	May 10
" 26	do. Tartar	do.	" 23
May 10	do. Empress of Japan	do.	June 17
" 24	do. Athol	do.	" 31
" 31	do. Empress of China	do.	July 7
June 21	do. Empress of India	do.	" 28
" 30	do. Empress of China	do.	Aug. 6

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUR.
1905			1905
April 18	P.M.S. Siboria	San Francisco	" 13
" 25	do. Mongolia	do.	" 23
May 6	P.M.S. Manchuria	do.	June 3
" 15	do. O. & O. Doric	do.	" 13
June 9	P.M.S. Korea	do.	July 7
" 17	O. & O. Capricorn	do.	" 15

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUR.
1905			1905
April 22	C. N. Taiyuan	Sydney	May 15
May 13	E. & A. Empress	do.	" 24
May 29	C. N. Tainan	do.	June 10
June 9	N. D. L. Prinz Sigismund	do.	June 21
June 10	E. & A. Eastern	do.	July 1
July 6	C. N. Chinghai	do.	July 18
July 12	E. & A. Australian	do.	Aug. 2
Aug. 5	O. N. Taiyuan	do.	Aug. 16
Aug. 14	E. & A. Empress	do.	Sept. 6
Sept. 6	E. & A. Eastern	do.	Sept. 17
Sept. 19	C. N. Changsha	do.	Oct. 12

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Captain.	Last reported at.
Albatross	despatch-ship	1700	12	3000	Comdr. Richard M. Harbord	Hongkong
Albatross	despatch-ship, 1st class	12,650	12	12,650	Captain Sydney S. F. Pennington	Hongkong
Albatross	despatch-ship, 1st class	1000	6	1000	Reserve	Hongkong
Albatross	despatch-ship, 1st class	11,000	16	15,000	Capt. Charles Windham, C.V.O.	On way London
Albatross	despatch-ship, 1st class	4300	10	—	Capt. R. N. O'Malley	Hongkong
Albatross	despatch-ship, 1st class	4300	10	—	Captain L. J. Trefill	Hongkong
Albatross	despatch-ship, 1st class	4300	10	—	Capt. H. H. Torrance	Hongkong
Albatross	despatch-ship, 1st class	4300	10	—	Reserve	Hongkong
Albatross	despatch-ship, 1st class	10,000	14	15,000	Captain Fagan	Hongkong
Albatross	despatch-ship, 1st class	380	5	370	—	Hongkong
Albatross	despatch-ship, 1st class	380	5	370	—	Hongkong
Albatross	despatch-ship, 1st class	12,350	16	13,500	Lieut. Comdr. Stevenson	Hongkong
Albatross	despatch-ship, 1st class	275	6	4000	Reserve	Hongkong
Albatross	despatch-ship, 1st class	275	6	4000	Lieut. Comdr. Richards	Hongkong
Albatross	despatch-ship, 1st class	6400	—	2450	Capt. E. F. B. Charlton	On way Hongkong
Albatross	despatch-ship, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Albatross	despatch-ship, 1st class	1820	—	800	Lieut. Comdr. J. M. Riadore	Wellington
Albatross	despatch-ship, 1st class	3800	17	9000	Captain W. B. Fanecker	Singapore
Albatross	despatch-ship, 1st class	280	6	3900	Reserve	Hongkong
Albatross	despatch-ship, 1st class	180	5	800	Lieut. Comdr. E. V. R. Dugmore	Yagou
Albatross	despatch-ship, 1st class	12,350	16	13,500	Lieut. Comdr. F. B. Noble	West River
Albatross	despatch-ship, 1st class	850	6	6500	Captain T. G. Grest	Hongkong
Albatross	despatch-ship, 1st class	1015	6	1400	Reserve	Hongkong
Albatross	despatch-ship, 1st class	850	6	6500	Comdr. G. E. Monte	Hongkong
Albatross	despatch-ship, 1st class	85	2	240	Lieut. Comdr. R. E. Vaughan	West River
Albatross	despatch-ship, 1st class	85	2	240	Reserve	Hongkong
Albatross	despatch-ship, 1st class	85	2	240	Lieut. Comdr. T. T. Atty	West River
Albatross	despatch-ship, 1st class	8500	6	9000	Capt. O. H. H. Moore	Singapore
Albatross	despatch-ship, 1st class	85	2	240	Lieut. Comdr. Davidson	Yagou
Albatross	despatch-ship, 1st class	12,000	14	21,000	Captain W. L. Grant	Singapore
Albatross	despatch-ship, 1st class	250	6	6500	Reserve	Hongkong
Albatross	despatch-ship, 1st class	4000	6	4000	Commodore Dielen	Hongkong
Albatross	despatch-ship, 1st class	150	2	800	Lieut. Comdr. B. Lacroix	Yagou
Albatross	despatch-ship, 1st class	9400	6	9000	Capt. J. A. O. Wilkinson	Singapore
Albatross	despatch-ship, 1st class	12,350	16	13,500	Reserve	On way Hongkong
Albatross	despatch-ship, 1st class	355	6	6300	Capt. Beale Stuart, C.M.G.	Hongkong
Albatross	despatch-ship, 1st class	620	—	450	Lieut. Comdr. A. Gregory	Port Phillip
Albatross	despatch-ship, 1st class	150	6	6900	Lieut. Comdr. C. E. L. Thomas	Hongkong
Albatross	despatch-ship, 1st class	150	6	6900	Lieut. Comdr. G. W. Wrightson	Upper Yangtze
Albatross	despatch-ship, 1st class	150	6	6900	Lieut. Comdr. J. F. K. K. K.	Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

* Flag of Rear Admiral the Hon. A. G. Cannon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description	Tons	Guns	H.P.	Captain	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Griesenberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	28	8000	Captain Murtl Pranz	Singapore
Acheron	French armored gunboat	1736	10	1700	Comdr. Lefebvre	Salon
Alouette	French gunboat	300	7	400	Lieut. A. Vaney	Salon
Argus	French gunboat	123	3	600	Lieut. Crespin	Canton
Argus	French gunboat	475	3	450	Lieut. Jourmet	Salon
Argus	French gunboat	140	5	150	—	Haiphong
Bongali	French gunboat	180	6	400	—	Salon
Bongali	French cruiser	8740	28	8000	Capt. Lefebvre	Salon
Cassiope	French gunboat	140	5	150	—	Salon
Chateaufort	French cruiser	8015	18	17,000	Captain V. Poindone	Salon
Cometa	French gunboat	825	4	438	Commodore Lonal	Haiphong
Cometa	French gunboat	680	10	900	Commodore L'Est	Salon
Cometa	French cruiser	4000	31	9500	—	Salon
Cometa	French gunboat	350	7	300	Lieut. Jehenne	Haiphong
Cometa	French destroyer	9375	38	30,200	—	Haiphong
Cometa	French gunboat	307	7	300	Lieut. Comdr. Beausant	Haiphong
Cometa	French gunboat	1250	6	2200	Commodore Le Goullier	Shanghai
Cometa	French cruiser	9760	12	19,600	Captain Cox	Haiphong
Cometa	French torpedo-boat	350	7	300	Lieut. de Vean Prat	Haiphong
Cometa	French gunboat	4015	27	8500	Capt. Hauch	Haiphong
Cometa	French cruiser	350	7	300	Comdr. Senne	Haiphong
Cometa	French torpedo-boat	9437	8	6071	Lieut. de Worth	Salon
Cometa	French cruiser	1796	10	1700	Capt. Vincent	Salon
Cometa	French cruiser	9856	—	20,000	Captain Guiberteau	Shanghai
Cometa	French gunboat	823	—	300	Lieut. Holme	Shanghai
Cometa	French gunboat	6150	23	4500	Captain Blonde	Along Bay
Cometa	French gunboat	123	7	500	Lieut. Carl	Canton
Cometa	German cruiser	1857	15	2300	Comdr. Hass	Manila
Cometa	German flagship	11,000	26	14,000	Captain Provo	Singapore
Cometa	German cruiser	2775	15	2300	Comdr. von Statin	Singapore
Cometa	German cruiser	6230	18	10,000	Capt. Wro	Singapore
Cometa	German cruiser	6500	27	10,600	Capt. Baron Schumacher	Singapore
Cometa	German gr. boat	1000	10	1300	Comdr. von M. Hillebrand	Nanking
Cometa	German gr. boat	900	10	1300	Comdr. Kloebe	Amoy
Cometa	German gunboat	850	10	1344	Comdr. Kroecke	Hongkong
Cometa	German gunboat	1000	8	825	Comdr. von Grunhrow	Manila
Cometa	German cruiser	1640	15	2300	Comdr. Persius	Shanghai
Cometa	German cruiser	2650	24	8000	Captain Von	Shanghai
Cometa	German gunboat	900	10	1300	Comdr. Daimling	Canton
Cometa	German gunboat	170	5	1800	Comdr. Giebler	Shanghai
Cometa	German gunboat	—	3	600	Lieut. Scharf	Shanghai
Cometa	Italian cruiser	2300	10	7471	Captain Boreas Ricci	Shanghai
Cometa	Italian cruiser	3800	29	7000	Captain Presbitero	Shanghai
Cometa	Italian cruiser	2498	20	7000	Capt. Pesetto	Shanghai
Cometa	Portuguese cruiser	1950	14	4000	Captain d'Antas Ribeiro	Manila
Cometa	Portuguese gunboat	720	—	—	Captain Coutinho	Hongkong
Cometa	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	Manila
Cometa	Russian gunboat	810	6	750	Comdr. Gaiter	Manila
Cometa	Russian cruiser	2600	5	4700	Comdr. Gramatchikoff	Port Arthur
Cometa	Russian cruiser	6800	27	24,000	Capt. I. Gromschelski	Shanghai
Cometa	Russian cruiser	7500	10	16,600	—	Port Arthur
Cometa	Russian gunboat	1050	8	1150	Comdr. Rejickovitch	—
Cometa	Russian cruiser	6840	12	19,500	—	—
Cometa	Russian cruiser	6781	6	8000	—	Salon
Cometa	Russian gunboat	1456	3	1700	Capt. Nasarowsky	Port Arthur
Cometa	Russian gunboat	500	9	3500	Comdr. Karlovich	Port Arthur
Cometa	Russian gunboat	1460	6	2900	Capt. Zegarmsky	Port Arthur
Cometa	Russian cruiser	12,584	44	15,500	Captain Jessen	—
Cometa	Russian gunboat	1000	6	1000	Comdr. Shinnoff	—
Cometa	Russian gunboat	1224	7	1471	Commodore Crown	Shanghai
Cometa	Russian cruiser	3000	6	17,000	—	Shanghai
Cometa	Russian gunboat	1490	6	2000	Comdr. Vasiloff	Shanghai
Cometa	Russian battleship	12,374	13	16,000	Captain Kozlov	Port Arthur
Cometa	Russian battleship	10,963	16	10,600	Captain Jakovitch	—
Cometa	Russian battleship	12,674	15	14,500	Capt. Zatareloug	Damagou
Cometa	Russian battleship	10,960	10	10,000	Captain Osereff	Port Arthur
Cometa	Russian cruiser	1334	10	1750	Comdr. Ilyen	Port Arthur
Cometa	Russian battleship	12,903	19	16,600	—	Port Arthur
Cometa	Russian protected cruiser	12,200	28	17,000	Captain Sapozhnikov	—
Cometa	Russian protected cruiser	10,023	59	15,200	Capt. Matzovitch	Vladivostok
Cometa	Russian battleship	10,953	10	10,600	Captain Selezneff	Port Arthur
Cometa	Russian gunboat	950	3	1125	Lieut. Comdr. Iyassoff	Port Arthur
Cometa	Russian gunboat	500	9	2300	Comdr. Zagladsky-Kleel	Port Arthur
Cometa	Russian cruiser	1230	15	1194	Comdr. Abramoff	Port Arthur
Cometa	U. S. cruiser	3769	23	7800	Capt. Dyer	Cavite
Cometa	U. S. gunboat	1000	12	1227	Capt. Behrer	Manila
Cometa	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Manila
Cometa	U. S. cruiser	4600	—	—	Capt. Sargeant	Manila
Cometa	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Cometa	U. S. gunboat	276	10	600	Lieut. Dismaker	Manila
Cometa	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. F. Jessop	Manila
Cometa	U. S. cruiser	3813	15	7500	Comdr. Hugo Osterhaus	Cavite
Cometa	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Gamell	Manila
Cometa	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Kinn	Manila
Cometa	U. S. gunboat	580	10	6000	Lt. Comdr. J. Hood	Shanghai
Cometa	U. S. gunboat	1352	6	1968	Comdr. P. B. Sawyer	Manila
Cometa	U. S. monitor	3990	6	3900	Captain Mahan	Shanghai
Cometa	U. S. monitor	4024	—	—	Capt. J. B. Millam	Shanghai
Cometa	U. S. cruiser	3437	29	7500	Commodore G. B. Harbo	Cavite
Cometa	U. S. cruiser	10,238	45	11,111	Captain Barwell	Manila
Cometa	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavite
Cometa	U. S. gunboat	297	5	250	Capt. Bennett	Cavite
Cometa	U. S. cruiser	4000	14	—	Capt. J. B. Collins	Manila
Cometa	U. S. cruiser	3218	15	7800	Comdr. Marshall	Shanghai
Cometa	U. S. cruiser	2408	27	3913	Capt. Van	Manila
Cometa	U. S. cruiser	1000	15	1118	Comdr. Hays Marshall	Shanghai
Cometa	U. S. gunboat	347	8	600	Lieut. H. A. Wiley	Shanghai
Cometa	U. S. gunboat	1527	8	1894	Commodore A. V. Dorr	Manila
Cometa	U. S. flagship	12,000	50	12,600	Captain Oyster	Manila

TANSAN

NATURAL MINERAL WATER

BOTTLED AT THE SPRINGS
AT TAKARADZKA
BY
J. CLIFFORD-WILKINSON,
KOBE, JAPAN.

For Case of 43 Pints..... \$6.50
Per Case of 100 Splittings..... \$3.00

A N invigorating Sparkling Tonic Table Water either taken by itself or mixed with Wines, Spirits, Stout or Milk, invigorating in lassitude and debility so common throughout the East.

Its curative properties in Gout, Dyspepsia, Rheumatism, Anemia can be testified to by cases that have derived great benefit by its use from time to time.

'NIWO'

A NATURAL MEDICINAL WATER.

BOTTLED AT THE SPRINGS
AT TAKARADZKA, BY
J. C. W.

This Water, besides being apert, contains a large proportion of Ferruginous Salts, which property commands its use before any other Mineral water.

FOR CONSTIPATION. Take a tumbler hot half-an-hour before rising.

FOR GOUT. Take half a tumbler full half-an-hour after meals and before retiring.

FOR HEARTBURN, OR FLATULENCE. Take half a tumbler.

FOR AN UNHEALTHY COMPLEXION. Take a tumbler full before rising and retiring.

\$ 9.00 a case of 43 Quarts.
2.50 a Dozen Bottles.

H. PRICE & CO.,
12, QUEEN'S ROAD,
Sole Agents for Hongkong.
Hongkong, January 3, 1905.

WM. POWELL

LIMITED.

ALEXANDRA BUILDINGS.

Now on Show

NEW

Millinery.

Flowers.

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Foliage.

First-class

DRESSMAKING

ALL WORK

GUARANTEED.

LADIES ARE INVITED

TO PLACE A TRIAL ORDER.

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THERE IS ONLY ONE

CLUB

WHISKY

in this Colony that has stood the test of years. It is

\$14.00

PER DOZEN,

and is Sold and Owned by

H. PRICE & CO.,

12, Queen's Road Central.

General Memoranda.

THURSDAY, April 20:—

5 p.m.—Meeting of Hongkong Club at Club House.

Goods per *Glenloch* not cleared on this date subject to rent.

FRIDAY, April 21:—

Exchange Banks Closed.

Goods per *Indra* not cleared on this date subject to rent.

Goods per *Poon* not cleared at 4 p.m. on this date subject to rent.

TUESDAY, April 25:—

12.30 p.m.—Meeting of Geo. Fenwick & Co., Ltd., at Hongkong Hotel.

WEDNESDAY, April 26:—

5 p.m.—Auction of Valuable Leasehold Property, at Mr. Geo. P. Lumma's Sales Rooms.

SATURDAY, April 29:—

3 & 3.30 p.m.—Meetings of Hongkong Jockey Club in City Hall.

MONDAY, May 1:—

3 p.m.—Auction of Valuable Leasehold Property at Messrs. Hughes & Hough's Sales Rooms.

RELIEF AFTER SIX YEARS.—Mrs. M. A. Clark, of Timbary Range, N. S. W., Australia, writes: "I wish to inform you of the wonderful benefit I have received from your valuable medicine. I suffered from a severe cough for six years and obtained no relief until I took Chamberlain's Cough Remedy. One bottle cured me and I am thankful to say that I have never had the cough since. Make any use of this letter that you like for the good of any other poor sufferers." For sale by All Dealers: WATKINS & Co., Ltd., General Agents.



A. S. WATSON & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRY.

The following Brands are recommended as high-class Wines, of superior quality.

B. SUPERIOR PALE DRY, Drier Wine, Green Seal Capsule..... \$12.00

C. MANZANILLA, PALE NATURAL SHERRY, White Capsule..... 13.50

CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule..... 18.00

D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule..... 18.00

E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality, (old bottled), Black Seal Capsule..... 27.00

*D. and *E. are Favourite Wines all over the Far East, and are specially recommended.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

BIRTHS.

On April 12, at 15, Yungwong Road, Shanghai, the wife of A. G. HARRIS, M.D., M. E. Mission South, of a Son.

At Peking, on April 11, the wife of K. O. HARRIS, Manager, Hongkong and Shanghai Bank, of a Son.

MARRIAGE.

On April 12, at H.M.'s Consulate-General, and afterwards at Union Church by the Rev. C. E. Dawson, M. A., Percy, second son of W. J. Crighton, Esq., of Whalley Range, Manchester, to MABEL, second daughter of the late Alexander Law, of Shanghai.

DEATHS.

On April 13, at the Victoria Nursing Home, Shanghai, ELIZABETH WATKINS, wife of the late Mr. J. A. Watkins, aged 73.

On April 11, at 314, Rue Siksang, Shanghai, the dearly beloved daughter of Mr. and Mrs. J. A. Urquhart, aged 23 years.

NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

We cannot undertake to return rejected communications.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, MONDAY, APRIL 17, 1905.

ANXIOUS HONGKONG.

INTEREST locally is now centered upon the Baltic Fleet. All other topics have been relegated to the limbo of forgotten events, and, indeed, it is questionable if business is being entered into with the firm that usually characterizes commercial effort in this thriving colony in the piping times of peace. Most people are worked up to such a state of excitement that they prefer to dwell about the town hoping to encounter someone who happens to have some exclusive information as to the whereabouts of the belligerent fleets. Pans are open to the reception of any type of story, whether it is founded on fact or is the wildest creation of some fertile imagination, and Hongkong is on the eve of attaining a reputation far beyond such as Chiofo and Shanghai enjoyed in the early part of the present war—and in other wars. We do not want such a reputation, and it behooves those who are at present indulging in the wild occupation of "leg pulling"—to use the popular phrase of the man in the street—to stay their tongues. Yesterday several banders were actively bandied about and like most creations of the kind grew as they galloped. In a way, the authorities are somewhat to blame for this state of things, for by their incomprehensible exclusiveness they fire the imagination for information, and when it cannot be got legitimately there are many about who have no compunction about getting it at any cost, even if it has to be "made while you wait." The naval authorities have scouts outside the harbour—or at least it is supposed they have—and in the interests of shipping alone it would naturally be thought that they would be only too eager to publish what they might discover of the movements of either of the belligerents. It is not as if Great Britain was at war. At present we happen to be a neutral, and for our Government to announce daily the result of investigations, especially if they happened to disclose the presence anywhere of vessels of either power, would not be an act which could be construed into attempts to assist either belligerent. It is our duty to protect our shipping and the best way to do that is to make public the approach or otherwise of hostile ships. Yesterday there were stories abroad that the Baltic fleet had actually passed north and that the naval people knew that. When questioned, however, they denied it, though they admitted that the wireless telegraph apparatus of H.M.S. "Centurion" recorded on Saturday unmistakable ethergrams. It was explained that as experiments were being carried out with Wagon station this mix up of codes could not be accepted as conclusive proof that either of the belligerents had ships in these waters. According to reckoning the Baltic Fleet should be now past this port or in the vicinity if they adhered to the course which they were steering when sighted by ships which have come up from the South. From the account of the

"Brunhilde's" experiences.

encountered the fleet well in towards the Annam coast, and it is quite possible that the fleet is cruising about between here and Saigon, having Camrauh harbour as a shelter, hoping to eventually draw the hitherto victorious Togo out.

To fight him south of Hongkong would be to place the fleets upon a footing of pretty nearly equal advantage so far as locality is concerned, and it is extremely likely that Admiral Rozhdostvensky will loiter about in the south hoping that the Japanese will become impatient and open hostilities. It is of course the Japanese policy to wait until the Russians come up near their doorsteps, and it is reasonable to suppose that the main fleet is lying somewhere off Formosa and is being kept informed by the scouts that are constantly out. It would be a relief to many here if the navies would get their quarrel over or go home. The uncertainty that exists is dislocating business seriously, and shipping is kept in a state of constant anxiety whilst there is the remotest chance of the Russian fleet losing its head and sinking some peaceful trader or other. So far the fleet has not unduly interfered with shipping and has allowed steamers to go on their way without molestation immediately their papers have been discovered to be all right. That is satisfactory so far and as it should be—but no one knows when the fleet might break out and run amok.

LOCAL AND COAST NEWS.

The Seoul-Wijo railway will be completed next month.

The Head Quarters Office will be closed from the 21st to the 24th April 1905 inclusive, except for business of an urgent nature.

An extension of leave has been granted to Captain F. J. Joslin, 2nd Royal West Kent Regt., from 21st May to 8th June, 1905.

Information has been received from the General Officer Commanding Karachi that the R.M.S. "Hardinge" sailed on 7th April. This vessel is due here on the 20th instant.

The British s.s. "Sikh" reports having passed in lat. 36.34 N, long 123.6 E, the German four-master barque "Anna", of Bremen, bound north, who wished to be reported all well.

The work on the Circum-Baikal railway was so scamped, it is reported, that it is impossible to open it to regular passenger traffic. The tunnels have large cracks in them, the wooden bridges are unsafe, and all the work is more or less defective.

The Emperor of Japan has sent a special letter of commendation to the Army of the Yalu, General Kiyomasa, which marched in the depth of the winter right across south-eastern Manchuria to Tsushin, to take its part in Marshal Oyama's great victory at Mukden.

A Chinese constable was sentenced to three months' imprisonment at the Magistracy, this morning, for striking two Chinese women and giving them black eyes. It was shown that the constable was in plain clothes assisting to unload some wood. He was throwing the bundles about rather carelessly and being spoken to by one of the women immediately turned and struck her in the eye. The second woman remonstrated with him for the assault and was treated in a similar manner.

Post Office Notices.

The next outgoing parcel mail to Europe, per S.S. "Simla," will be closed on Thursday, the 20th inst., at p.m., and not on Friday, that day being declared a public holiday.

A Story of Hongkong.

In this issue we give the first instalment of a story, "Myrtle's Mistake," by Mrs. Helen Beaumont, which appeared in the *Liverpool Weekly Mercury*. The scene is placed in Hongkong and Peking and should the story be founded on fact, it will be of additional interest to old residents who may be cognisant of the facts.

A COMPANY WOUND UP.

In the Supreme Court this morning before His Lordship, Sir Henry Berkeley, Chief Justice, an application was made that the firm of Sam Yee be wound up under the Companies Ordinance. Mr. N. Ferrers, (assisted by Mr. P. W. Goldring) appeared for the petitioning creditor. The application was granted.

STEAMERS' HEADACHE CURE.

can be obtained from all Dispensaries (quickly by post). Great instant relief. Avoid imitations. Keep the Genuine handy.

A TIMELY SUGGESTION.

This is the season of the year when the prudent and careful housewife replenishes her supply of Chamberlain's Cough Remedy. It is certain to be needed before the winter is over, and results are much more prompt and satisfactory when it is kept at hand and given as soon as the cold is contracted and before it has become settled in the system. In almost every instance a severe cold may be warded off by taking this remedy freely as soon as the first indication of the cold appears. There is no danger in giving it to children for it contains no harmful substances. It is pleasant to take—both adults and children like it. Buy it and you will get the best. It always cures. Sold by All Dealers: WATKINS & Co., Ltd., General Agents.

WHEN SUFFERING from a cold and you fear an attack of pneumonia, secure a bottle of Chamberlain's Cough Remedy and use it judiciously. There is no danger from this disease when this remedy is used. It always cures and cures quickly. For sale by All Dealers: WATKINS & Co., Ltd., General Agents.

BY TELEGRAPH.

["CHINA MAIL'S" RECEIPT SERVICE.]

(SUPPLIED BY REUTERS, "THE DUNDAY.")

(Received on April 16, at 8.30 p.m.)

REFORMS IN RUSSIA.

A REPRESENTATIVE CONGRESS CONVOKED.

An Alluring Prospect.

LONDON, April 16.

The new Governor-General of the Caucasus has convoked a congress of the representatives of all classes in the district under his jurisdiction.

He has called them together for the purpose of conferring with them with reference to judicial and administrative reforms.

He holds out the prospect of the allotment of various Crown lands to the inhabitants, and has announced that the Czar has ordered the revision of the property question.

["REUTERS' SERVICE."] CHAMBERLAIN'S FISCAL REFORM.

LONDON, April 14.

At a meeting of the Tariff reform Members of the House of Commons, at which Mr Chamberlain presided, a deputation was appointed, headed by Mr Chamberlain, to wait upon Mr Balfour with a view of arranging a *modus vivendi*.

It is understood that the Chamberlainites have decided to confine the present fiscal policy to the programme of Mr Balfour.

The Duke of Devonshire's supporters are regarded as irreconcilables.

THE RUSSO-JAPANESE WAR.

THE WAR IN MANCHURIA.

Russian Cavalry Raid.

LONDON, April 14.

General Linevitch reports that Russian cavalry have raided the railway near Kai Yuan and demolished the telegraphs.

Marshal Oyama reports that the Russians are gradually retiring along the Kirin road; positions otherwise are unchanged.

GENERAL NEWS.

The Italian Frontier.

Italy, says a message from London, dated March 15, proposes to spend millions of pounds in fortifying the Austrian frontier, as a reply to a recent transfer by Austria of Galician troops to Southern Tyrol.

A Veiled Warning.

President Castro, of Venezuela, has been warned against cancelling the concession of the French Cable Company. The armoured cruiser "Duplex," 7578 tons, and the second-class cruiser, "Jurion de la Graviere," 6505 tons, have been ordered to proceed to Venezuela to act on the instructions of the French Minister, M. Wiener.

Disastrous Colliery Explosions.

An explosion occurred March 20 at the Red Ash colliery, Thurmond, West Virginia. Ten men were killed. A rescue party was formed of 20 men, and they went into the mine. Soon there was a second explosion, and only six of the rescue party returned. Fourteen were killed. The survivors of the party complained of the recklessness of their dead comrades in carrying into the mine's workings naked lights faster than fresh air was supplied.

The Rifaman's Dinner.

Interesting experiments are being made in cooking and serving meals at the Rifle Depot at Winchester (Hampshire) which will attract much attention. The kitchen is run on the restaurant principle, and each man goes for his own dinner and selects what he pleases. The following is a typical menu: Roast and boiled beef, boiled mutton, cold roast and boiled beef, chops and tomatoes, meat pies, brown carry, stew and rice, brown stew, brown or plain soup; potatoes, cabbage, swedes, turnips, beans and peas; currant roll, date pudding boiled rice and currants; cheese tuckles. The experiment is reported to be giving every satisfaction, and is certainly a big advance on previous efforts of a similar character.

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BY TELEGRAPH.

["CHINA MAIL'S" SPECIAL SERVICE.]

(Received on April 16, at 8.30 p.m.)

THE BALTIC FLEET.

NEW IRONCLADS IN CAMRAUH BAY.

SIGHTED BY THE "PRINZ HEINRICH."

Is the Third Fleet About?

(From Our Correspondent.)

SINGAPORE, April 17.

The N. D. L. steamer "Prinz Heinrich" sighted the Baltic fleet at noon on the 14th inst.

Amongst the fleet were some new ironclads.

The vessels were anchored inside Camrauh Bay, whilst the "Dimitri Donskoi" and the "Smolensk" were patrolling outside.

THE ALLEGED FIGHTING AT THE ANAMBAS.

NO CONFIRMATION FROM SAIGON.

Hospital Ship Departs.

(From Our Own Correspondent.)

SAIGON, April 15, 4.45 p.m.

So far there has been no confirmation received here regarding the alleged fighting north of the Anamba Islands.

The report is not credited here.

The hospital ship "Orel," which anchored down the river on Wednesday upon a mission which has not been made public, but which is not regarded as having any connection whatever with fighting, left yesterday afternoon to rejoin the Baltic Fleet, which is reported out at sea near here.

I will wire all interesting information.

(The above was issued as an extra yesterday morning.—Ed. C.M.)

COAL FROM SAIGON.

LONDON, April 15.

The Russian Hospital-Ship "Orel," remained 26 hours at Saigon and shipped 900 tons of coal, besides food, and medical supplies.

Captain Klado has been severely reprimanded for his criticisms on the Naval Administration, but has been given an opportunity for rehabilitation by being given the command of the service of River Steamers in Manchuria.

A GERMAN STEAMER HELD UP.

Shots Fired Across Her Bows.

The "Brunhilde's" Experiences.

Further news of the movements of the Baltic Fleet comes to hand by the German steamer "Brunhilde," which encountered them on Thursday, the 13th instant, or two days after the "Poon" lost sight of them.

The "Brunhilde's" account goes a long way towards strengthening the opinion formed by the officers of the "Poon" as to the condition of at least some of the vessels of the fleet and also shows that the fleet spent some time in the vicinity of the French coast and may be there still.

The "Brunhilde" was on her way from Bangkok to Hongkong with a cargo of rice and flour for this port, and steered the usual course. On Thursday morning, at about daylight, a large number of ships were noticed about five miles away on the horizon, but for some time it was not possible to make them out very clearly, although it was suspected that the ships might be a portion of the Baltic Fleet, of which the steamer had received news before leaving Bangkok.

Those on board were not, however, left very long in doubt, for just before sunrise three vessels, which subsequently turned out to be fast sailing cruisers, detached themselves from the main body and steamed towards the "Brunhilde" at a fast rate.

The "Brunhilde" was making about 9 knots or a little better at this time, and from the way in which the cruisers overhauled her considers that they came up at least 20 knots per hour. At they

approached, one of the cruisers fired a signal which the officer on the "Brunhilde's" bridge was unable to make out, and he consequently kept the ship on her course. A puff of smoke was then seen from one of the cruiser's guns and was closely followed by a report and a second shot, which were fired across the "Brunhilde's" bows. The cruiser again signalled and this time it was made out to be an order to stop which, seeing that the Russians meant business, the "Brunhilde" lost no time in doing.

The officer then steamed right up to the "Brunhilde," until one of them was about a ship's length away. The "Brunhilde" was by this time at a standstill and the cruiser lowered a boat and sent off an officer and six men in her who came on board. The officer, who spoke German, asked for the Captain and demanded to see the ship's papers. These were produced and meanwhile an armed sentry was posted at the ship's gangway, and in the saloon where the officer examined the papers.

The officer went thoroughly over all the papers, making very few comments, and after having spent about an hour on board withdrew the sentries and returned to the cruiser, instructing the Captain of the "Brunhilde" not to proceed until signalled.

On the cruiser, apparently, a short consultation was held and after a short wait the signal was hoisted giving the "Brunhilde" permission to proceed on her way.

Meanwhile the officers of the "Brunhilde" had been busy observing the condition of the cruisers; their armament, etc., and found them as reported by the "Poon" to be in extremely good condition. Having heard the report from Singapore concerning the condition of the ships' bottoms they expected to see them covered with sea weed and barnacles, but found these were not; conspicuous by their absence. The cruisers' bottoms appeared to be covered with copper, which had a greenish appearance, but were in good condition and bore evidence of having been attended to in the way of scrubbing.

Each of the three carried large crews and the men seemed to be in excellent condition. They also were well armed with guns of medium calibre and were fitted with torpedo tubes.

This encounter took place about one mile off Fisherman's Island, which is about 60 miles North of Cape Pagan on the Annam coast.

Having signalled the "Brunhilde" to proceed the cruisers swung round and steamed away to

roned and the officer replied, 'Well, we did see them, or rather their lights.' While the 'Lincolnshire' was in Singapore she, of course, heard of the fleet's movements, and when the left she was not long in coming up with them. This was on Sunday the 9th, at about 4 a.m., and, of course, all that could be seen at that time was the ships' lights. The officer counted 27 mast-head lights and declared that they looked like a well-illuminated street. The 'Lincolnshire' had 7,000 tons of rice on board for Japan, and naturally had no desire to fall in with the Baltic Fleet, or any other Russian vessels, so she altered her course with a view to avoiding them. This encounter was in Lat. 10.5 North and Long. 105 East. After steaming along at the usual rate all next day nothing further was seen of the Russian ships and it was thought safe to go back on the usual course again but next morning at a little after four o'clock the lights were again seen. The 'Lincolnshire' then made another detour and after that saw nothing further of the fleet.

Firing Heard.

The blue funnel steamer 'Telemachus' arrived in port from Singapore about one o'clock yesterday and reported that she saw nothing of the Russian ships on the voyage. On the 12th instant, however, when north of the Natunas some of the crew heard the sound of gun firing to the Eastward and the fact was reported on the steamer's arrival in port. The firing was not heard at all distinctly so it is only possible to conjecture from what source it came.

Early yesterday morning, too, some of our most respected residents heard firing—some thunderous noise which sounded like the discharge of a cannonade—but enquiries failed to confirm the story.

A Pig Story.

Another story that had to be investigated was one concerning the German steamer 'Masthead' from Haiphong with a cargo of pigs. Rumour had it that she had been held up by the Russians and her pigs purchased for the use of the fleet. The story was repeated for the benefit of an officer of the ship and although it amused him considerably he denied its truth and stated that their livestock, with the exception of a few small ones seen running about the deck, had been safely landed in Hongkong.

Men-of-War of the Philippines.

Captain Weigall, R.N., 'Laongasag', reported passing four men-of-war in the China Sea, in the early hours of April 15. 'We were some distance from the Capones Light-house—about 35 miles to the north-west—when we first caught sight of them,' he said. 'It was then half past three o'clock. The vessels had no lights and were in single file of formation, the first one being undoubtedly a cruiser. The other three may have been cruisers, or torpedo boats, we could not see distinctly enough to judge exactly what they were. At no time were we nearer to them than three miles, and, as they were on a south-easterly course, we soon lost sight of them altogether. The voyage across, except for this one incident, was as quiet as usual.'

Nothing but Fog.

The French mail steamer 'Tonkin' arrived this morning from Shanghai, and Captain Chabanneau, in reply to a question, informed our representative that he had seen nothing whatever. 'For two days we have been nothing but fog,' he said.

An Engagement Timed.

Rumours are still about and this morning we hit upon one which even stated to a day when the enemies were to come into collision. On someone's authority someone declared that the Russian scouts had picked up the main Japanese fleet and that the Russians were determined to give battle to-day. It was not said to the fortunate man who happens to be in the confidence of the Russian admiral.

Sighted by the 'North Anglia.'

Early on the morning of Tuesday, the 11th instant, the Baltic Fleet was sighted by the 'British steamer 'North Anglia,' which arrived in port from the South this morning. This was in Lat. 9 North and Long. 110 East and was earlier in the morning than when the 'Poonas' fell in with the fleet. Twenty-two ships were made out, the fleet at that time steering the usual course between Singapore and Hongkong. The 'North Anglia,' which is from Cardiff with coal, consigned to Messrs. Arncliffe, Karberg and Company, was not interfered with in any way, and soon lost sight of the fleet. She was, however, followed by a cruiser whose search-light was kept on the collier for some time. It is believed her coal is for Japan, and some of her crew are Japanese.

Frightened Seamen.

Twenty-four seamen from the steamer 'St. Helena,' and fourteen from the 'Battarosa Bridge' were proceeded against by the masters of their respective steamers, at the Magistrate's this morning, for refusing to proceed to Japan. The cases were similar to several that have recently come before the Harbour Master. The men signed on to come to Hongkong or any

other port within certain latitudes in which Japan is included and on arrival here refused to proceed on the ground that their cargo (coal) was contraband of war. They were each sentenced to three weeks' imprisonment with hard labour.

THE 'CENTURION'S' STRANGE FIND.

Collection of Unintelligible Ethergrams.

Whilst H.M.S. 'Centurion' was on duty outside the harbour on Saturday night she was busy with her Marconi wireless telegraphic apparatus. Yards upon yards of tape were reeled off, messages coming from some quarter in a constant stream, but when the officers attempted to read them they failed hopelessly, the mixture being absolutely undecipherable upon first and even second reading. Whether long pondering and study elucidated the mystery of the tape we cannot say, but the conglomeration seems to indicate that the 'Centurion' was collecting messages not intended for her.

Whether other war vessels belonging to one or other of the belligerents were about using their wireless instruments cannot be said.

The Naval people declare they were carrying on experiments with the new station at Waglan and that perhaps imperfections in the instruments caused the jumble.

WHERE IS TOGO?

Silence in Japan.

A New Army Mobilising.

(From Our Own Correspondent.)

Where is To-go? But a few weeks since his name was heard wherever one or two were gathered together; the papers chronicled his every movement and each word that fell from his lips was immortalised in the largest of black type. Now, for all the evidence to the contrary, he might be in the planet Mars, or wrap in an eternal sleep in the bosom of that element which acknowledges him as master. Of course we know that some of the fleet has been seen at Singapore and we have more than a belief that he is waiting in full preparedness at a 'certain place' to accord a warm welcome to the Baltic fleet when that weirdly eccentric agglomeration of warships happens along. But you know as much about the present or projected movements of the fleets as we do, probably more as you are in receipt of uncensored news while every message received here for publication is relentlessly winnowed by a censorate which has gathered vigour with increasing age.

Here is a little story which comes from Kobe and which marks the conclusion of the output of To-go anecdotes which recently flooded the news columns of the papers. It is only interesting as a sidelight upon the personal character of the man. The night before he rejoined the flagship To-go stayed at a small hotel near Kobe, which he had visited fifteen years before. He won the landlady's heart at once and incidentally moved the 'good soul' to tears. Japanese women are gifted with ever ready springs of sorrow, by asking after each of her offspring by name.

She told an interviewer afterwards that he had not altered one whit and the same diffidence and kindness which had characterised the unknown naval officer of 1890 marked the great Admiral of 1905, whose exploits have won acclaim all over the world. There were two Guineas given up to wait upon the Admiral and these dainties reported to a local adherent of the yellow journal cult that, prior to seeing him, they thought that he must needs be a terrible looking rascally person. They found him, however, kind and gentle in look and manner, and his voice was almost as soft as a woman's. They also announced that To-go smoked cigarettes which cost 8 sen apiece. Wild horses would not drag from me the name of the brand.

Daily news is expected of some overt move in the direction of Vladivostok. For a number of reasons which are sufficiently obvious it would consolidate Japan's position if she could capture Russia's remaining port before the break-up of the ice. Singularly enough in view of the appalling secrecy which envelops every naval and military movement it has been known for some time that an army is being or has been mobilised at Hakodate and that it has been equipped for cold weather which looks like prompt action.

The local loan has gone off very well, a large proportion of the tenders being at above par. A remarkable feature has been the popularity of the loan with foreign residents. One great American insurance corporation applied for no less than Yen 10,000,000 worth of stock. The Japanese are of course elated at the huge success of the foreign loan but it is evident that there is an amount of dissatisfaction with the Government's financial policy which will find pronounced expression after the war. The reckless mortgaging of the customs in the first instance necessitated granting a lien upon the tobacco monopoly and with these precedents Japan will have to successfully earmark her different sources of revenue when raising future loans.

MR. MUMFORD'S DEPARTURE.

Valdettory Concert.

Mr. Newman Mumford, who for the past nine years has represented Lloyd's great agency in this port most worthily, shortly departs for Constantinople to take up similar duties there, and before he goes the large circle which claims friendly with him are vying with each other to do him honour. Mr. Mumford is deservedly popular—especially in the mercantile world—and the high esteem in which he is held could not have been more forcibly demonstrated than it was on Saturday night when the Institute of Engineers, of which body Mr. Mumford is President, held a smoking concert to signalise his departure. There was a large attendance and every one was most enthusiastic. Mr. H. Richardson was in the chair, and the gathering included the leading men in the profession. The programme was a good one, and everything passed off right merrily.

When the first part of the programme had been disposed of Mr. Richardson presented Mr. Mumford with a handsome illuminated address on behalf of the members of the Institute. Mr. Richardson expressed the opinion that there was no need to introduce Mr. Mumford to the gathering as he was known throughout the Colony. During his connection with the Institute from his arrival in the Colony he had taken great interest in its welfare both as an individual member, committeeman, and latterly as president, and now that he was about to depart he felt that the Institute was going to suffer a great loss. (Applause) Mr. Richardson then read the following address, which was signed on behalf of the Institute by the Vice-President, Chairman and Vice Chairman of committee, the Hon. Treasurer, and the Hon. Secretary, and dated Hongkong, 14th April, 1905.—NEWMAN MUMFORD Esq., President of the Institute of Engineers and Shipbuilders of Hongkong. Dear Sir,—In view of your approaching departure from this Colony, we, the Committee of Management of the Institute of Engineers and Shipbuilders of Hongkong, on behalf of the members, ask your acceptance of this Address as a token of the respect and esteem in which you are held by all who have been brought in contact with you as President of this Institution, and an active member for many years. Our personal experience of your sterling worth brings home to us the knowledge that we are losing a valuable member and friend. Reluctantly we feel that the time has come to bid you farewell, and in doing so, we thank you for the friendly feeling you have ever displayed towards us and we sincerely hope that your appointment to Constantinople may be but a step towards a higher position in the society which you have so honourably represented here. With hearty good wishes for your future career, we are, etc. (Applause.)

The Chairman then called upon the gathering to drink the health of the departing guest, and it was honoured enthusiastically, with the singing of 'Gods a Jolly Good fellow.' Mr. Mumford, who was visibly touched by the warm welcome which the toast was drunk, said that he was of the first man to stand up on such an occasion and feel at a loss for words to express his thanks. He felt very grateful for the expression of good feeling that had given to that evening, in fact, he felt that to his faults he have been a little blind, but to his virtues very kind. He felt grateful to the visitors who had come to entertain them. In trying to collect a few fragments of thought that evening, one that had occurred was in regard to the Institution. Had it fulfilled the mission for which it was founded? They had found them a few old members (pointing to several photographs) and if they could come down from the walls he thought they would answer that it had admirably fulfilled the mission for which it was founded. It was founded in 1891 for, he thought, the purpose of giving pleasure and improvement to the engineers and shipbuilders of the Colony. Certainly, the Institution had a few ups and downs, but what institution had not? It was a healthy sign when people disagreed in small matters, and it eventually brought them to efficiency. It was his sincere hope that they would continue in the path which they had already pursued. He asked them to remember that, as members of the Institution, they were simply links with the past and the future. They had a duty to perform to carry on the Institution in the future. He said that he had been carried out of the country. 'It was a very great pleasure to him as he was sure it was to many outside and inside those rooms, to see the good feeling that existed between the engineers, captains, and officers and shipbuilders of the Colony. It was a very long and interesting time, because it was to the interest of every one that such a good state of affairs should last. (Applause.)

After referring to the affairs of the Institution Mr. Mumford drank success to it, hoping it would be handed down to many generations to come, and that it would be the best for the Institution. The programme was contributed to by Messrs. P. W. Golding, J. J. Inckay, W. J. Terrell, W. J. Russell, Badcock, I. A. de Graze, A. E. Paine, Walslow, and J. L. Cotter.

At the age of 104, the oldest inhabitant of the Colony, Freiherr Frederic von Gerde, has just died.

To communicate with stations in Great Britain, Erythra, the Netherlands, and other countries, a powerful 'wireless' station is to be constructed by the Marconi Company in Italy.

Colds are quickly cured by Chamberlain's Cough Remedy. It acts on the lungs and opens the secretions, effecting a permanent cure. It cures coughs, and is a remedy for colds, influenza, and all the ailments of the throat and lungs. It is sold by all druggists and by the General Agents.

SPORTING.

League Competition.

WON BY CRAIGENOWER.

The Hongkong League Cricket Competition has practically concluded and Craigenower is hailed victor for the season, and there is no doubt that the result of the competition will be received with popular approval. The records show that the team have played eighteen matches, winning twelve, losing and drawing two. Craigenower has gone through the season with almost the identical eleven men they commenced with. The Club has certainly not been strengthened in any way—rather the reverse, as Hector, one of the prominent bowlers, transferred to Kowloon on the formation of that team. Craigenower lost one match and won one against Hongkong 'A', Kowloon, Army Ordnance Corps, and Royal Engineers; won one and drew one with Royal Garrison Artillery; drew one and lost one against Civil Service; and won both games with the Police, Royal Army Medical Corps, and Parnes.

The Craigenower Club is the oldest combination playing on the H.K. Valley grounds, but the members are the youngest in League cricket. The batting average of the season was 1.4 by A. O. Brown, 17.0, J. D. Kinnaird being second with 16.0. The bowling average was won by R. Pestouji, R. Bond being second.

From Kowloon much was expected, but despite the excellent material, the committee had to choose from, the team failed to come up to expectations. The Hongkong 'A' team also failed, but may be runners-up, that is if the next match is won by it. The Army Ordnance Corps at one time looked like again smothering the premier, but for the failure to appear against the Police in the last match may at least have tied with Craigenower. However, the end has come and Craigenower deserves the congratulations received from all sides.

THE LEAGUE TABLE.

The table stands as follows:—

Club Played Won Lost Drawn Pts.

Craigenower 18 12 2 2 38

Kowloon 18 12 5 2 35

Army Ordnance 18 11 5 2 35

Hongkong 'A' 17 10 3 4 34

Royal Engineers 17 8 5 4 34

R. K. Police 17 7 5 5 26

R. O. A. 17 6 8 3 20

Civil Service 18 5 10 3 18

R.A.M.C. 15 4 11 0 12

Parnes 15 4 11 0 12

Withdrawn.

Hongkong 'A' v. Kowloon.

The Hongkong 'A' team decisively defeated Kowloon on Saturday by 29 runs. The scores were:—

Hongkong 'A'.

F. H. Kew, 117, b. Lumsden ... 14

A. Mackenzie, b. Lumsden ... 0

R. H. R. Wells, b. Dixon ... 2

O. H. Mackay, b. Lumsden ... 38

J. H. Moore, b. Dixon ... 5

P. B. W. G. Swan, b. Lumsden ... 8

T. C. Gray, b. Dixon ... 8

O. C. Olliffe, b. Dixon ... 16

G. E. Morell, b. Lumsden ... 3

A. O. Lang, not out ... 0

Sundries ... 9

Total ... 133

Kowloon.

R. H. R. Wells, b. Mackay ... 9

D. B. W. G. Swan, b. Mackay ... 10

Lumsden, b. Kew ... 10

P. B. W. G. Swan, b. Mackay ... 10

Lights, b. W. G. Swan ... 9

Blaney, run out, b. Morell ... 17

A. Mackenzie, b. Morell ... 24

Lumsden, b. Morell ... 24

Swan, b. Lumsden, b. Mackenzie ... 0

Moss, b. Morell ... 0

Horton, not out ... 0

Sundries ... 6

Total ... 104

THE AUSTRALIAN ELEVEN.

The first 'test match' of the tour of the Australian Eleven, against New Zealand, was played at Wellington, N.Z., and won by Australia by an innings and 358 runs. New Zealand compiled 94 and 141, and Australia scored 593 runs for 9 wickets, when the innings was declared closed. V. Trumper netted 172, C. Hill 129, W. Armstrong 67 not out, and R. Duff 61. In the first innings, 7 innings—1 not out—average 39.66; and in the second, 4 innings—1 not out—average 10.50 is third.

The batting averages for the first five matches played show that W. Armstrong leads with a total of 308 runs for 6 innings—3 not out—average of 102.66. V. Trumper, 168 runs, 7 innings—1 not out—average 39.66; and C. Hill, 141 runs, 7 innings—1 not out—average 39.66; and M. A. Noble leads the bowling, having taken 29 wickets for 302 runs, an average of 10.41; Armstrong (28 wickets) 28 runs, average 10.46; in the first innings, 7 innings—1 not out—average 39.66; and C. Hill, 141 runs, 7 innings—1 not out—average 39.66; and M. A. Noble leads the bowling, having taken 29 wickets for 302 runs, an average of 10.41; Armstrong (28 wickets) 28 runs, average 10.46; in the first innings, 7 innings—1 not out—average 39.66; and C. Hill, 141 runs, 7 innings—1 not out—average 39.66; and M. A. Noble leads the bowling, having taken 29 wickets for 302 runs, an average of 10.41; Armstrong (28 wickets) 28 runs, average 10.46; in the first innings, 7 innings—1 not out—average 39.66; and C. 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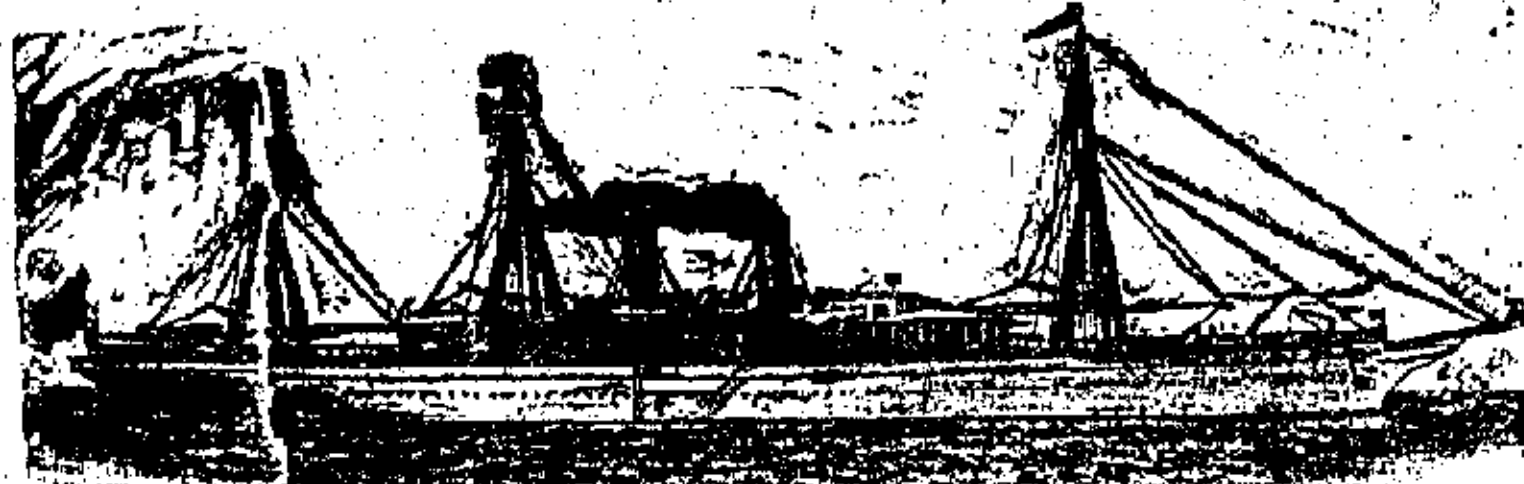
PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	CHUSAN	About 21st April	Freight and Passage.
LONDON, &c.	SIMLA	Noon, 22nd April	See Special Advertisement.
LONDON & ANTWERP, VIA SPAIN, PANG, CANTON, PORT SAID AND MARSSEILLE.	CEYLON	About 28th April	Freight and Passage.

For further Particulars, apply to—
L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 13, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
Sailing 3 to 7 Days across the Pacific.

Proposed Sailings from Hongkong. (Subject to Alteration.)

R.M.S. EMPRESS OF INDIA	6000 TONS	WEDNESDAY, April 19.
R.M.S. TARTAR <th>4425 TONS</th> <th>WEDNESDAY, April 26.</th>	4425 TONS	WEDNESDAY, April 26.
R.M.S. EMPRESS OF JAPAN <th>6000 TONS</th> <th>WEDNESDAY, May 10.</th>	6000 TONS	WEDNESDAY, May 10.
R.M.S. ATHENIAN <th>3882 TONS</th> <th>WEDNESDAY, May 24.</th>	3882 TONS	WEDNESDAY, May 24.
R.M.S. EMPRESS OF CHINA <th>6000 TONS</th> <th>WEDNESDAY, May 31.</th>	6000 TONS	WEDNESDAY, May 31.

Hongkong to London, 1st Class, via St. Lawrence £80. via New York £92.
Intermediate on Steamers, £40. " £42.
and 1st Class Rail, " £40. " £42.

THE magnificent "EMPEROR" STEAMSHIP passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B. C.) in 12 DAYS, and make connection with the PALATIAL OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.

R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only
at intermediate rates, affording superior accommodation for the class.
Passengers booked through to all principal ports and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

For further Information, Maps, Guides, Books, Rates of Freight and Passage,
apply to—
D. W. CRADDOCK, Acting General Agent,
HONGKONG, March 29, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA ISLAND SEA OF JAPAN,
MOJI, KOBÉ & YOKOHAMA FOR PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL AT DAYLIGHT ON.
NUMANTIA	4570	BRUNNER	April 25, 1905.
ARABIA	4483	BAILE	May 11, 1905.
ARAGONIA	5193	SCHULTZ	May 30, 1905.
NICOMEDIA	4370	WAGNER	June 25, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to—

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, April 15, 1905.

REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, AND SOUTH
CHINA COAST PORTS & FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, VIA SWATOW, AND AMOY.	BOERSTERE HJORNSEN	WEDNESDAY, April 19, at 8 a.m.

For Freight, Passage and further information, apply to BRADLEY & CO.,

OSAKA SHOSEN KAISHA.

Hongkong, April 13, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

Proposed Sailings from Hongkong for
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBÉ AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
TREMONT	3606	T. W. Gailick	About April 25.
LYRA	4417	G. V. Williams	About May 16.

FOR MANILA.

The largest, steepest, and most comfortable steamers for Manila.
S.S. LYRA 4417 tons Capt. G. V. Williams About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
COURTESY. ELECTRIC LIGHT, DOCTOR AND STEWARD.

The Tremont and Lyra are fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.

FANCLY EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to—

Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, April 7, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	DIOMED	21st April.
GLASGOW AND LIVERPOOL	CAUCHAS	29th April.
GLASGOW AND LIVERPOOL	MOYUNE	1st May.
GLASGOW AND LIVERPOOL	DEUCALION	6th May.
GLASGOW AND LIVERPOOL	KINTUCK	13th May.
GLASGOW AND LIVERPOOL	NISSCHOW	18th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & LIVERPOOL	ALCANTARA	20th April.
AMSTERDAM, LONDON & ANTWERP	KARLOW	26th April.
AMSTERDAM, LONDON & ANTWERP	JASON	3rd May.
* GENOA, MARSEILLES & LIVERPOOL	LAUREN	10th May.
AMSTERDAM, LONDON & ANTWERP	DIOMED	23rd May.
AMSTERDAM, LONDON & ANTWERP	CAUCHAS	30th May.
* GENOA, MARSEILLES & LIVERPOOL	DEUCALION	6th June.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	13th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and TELEMANCHU	NISSCHOW	18th April.
all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ & YOKOHAMA	NISSCHOW	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 13, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
NINGPO & SHANGHAI	TAIWAN	18th April.
MANILA	TEAN	18th April.
MANILA, LAMBOANGA, PORT DAR, WIN, THURSDAY ISLAND, COOK, TONGA, CAVER, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIWAN	22nd April.

CEBU 24th April.
ILOILO 24th April.
ILOILO 24th April.
TSINTAU, CHEFOO & TIENTSIN 25th April.
KOBÉ 25th April.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.
A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports
* Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australasian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, April 17, 1905.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steam-
ers between Hongkong and Manila. Saloon amidships.
Electric Light—Perfect Cuisine—Surgeon and
Stewardess carried. All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	A. Nottley	Manila, via Amoy	April 21, at 4 p.m.
ZAFIRO	2540	R. Rodger	Manila	April 28, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, April 17, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.



FOR NEW YORK, via PORTS AND
SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE
MALABAR COAST.)

S.S. ATHOLL About 15th May, 1905.

S.S. NORDPOL About 15th June, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, April 14, 1905.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks—

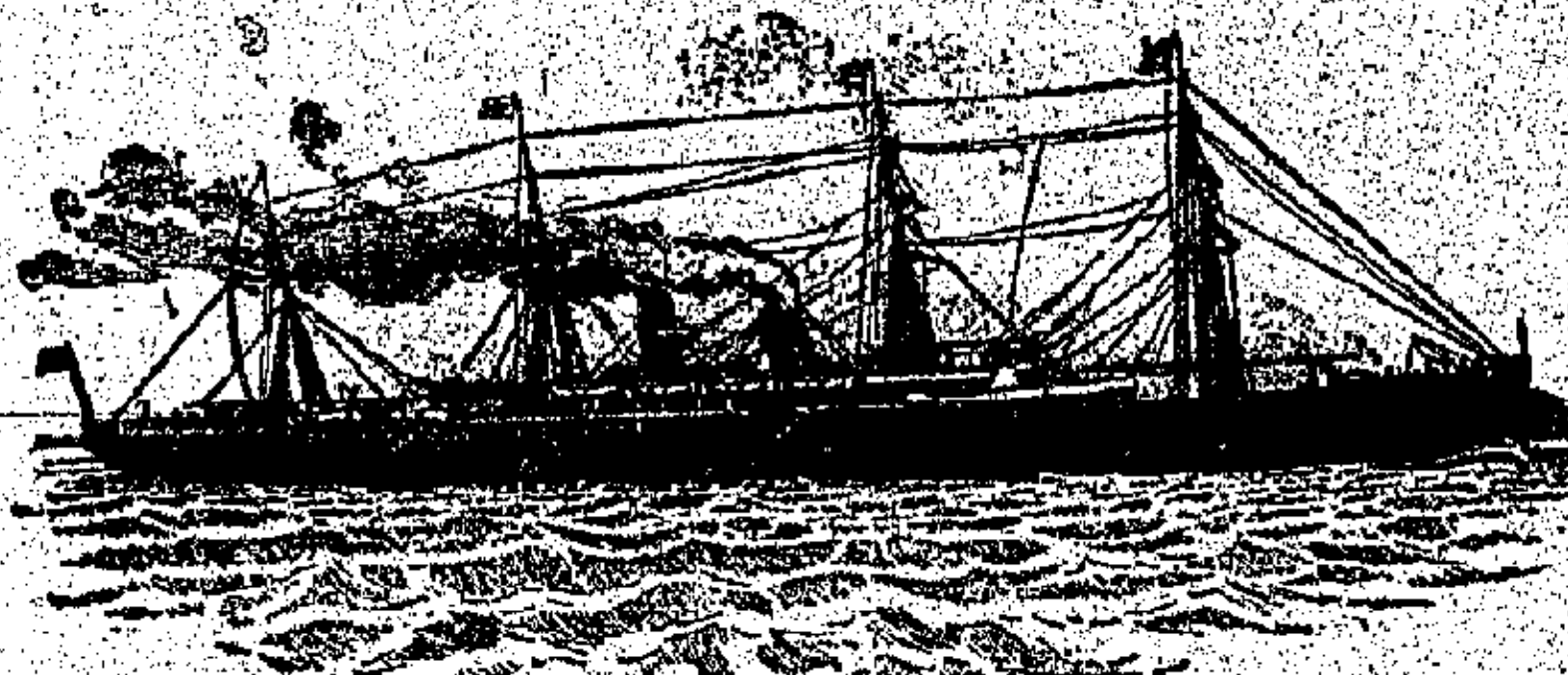
S.S. SWANLEY...	...	...	Captain	J. P. DAWSON.
S.S. COURTFIELD...	...	...	...	J. W. MARTIN.
S.S. ORANLEY...	...	...	...	W. R. STEELE.
S.S. IRBAL...	...	...	...	M. KORTENOS.
S.S. ASHOOT...	...	...	...	C. E. COX.
S.S. LOTHIAN...	...	...	...	J. G. WILLIAMSON.
S.S. INKUM...	...	...	...	E. S. PEARCE.
S.S. SIKH...	...	...	...	J. ROWLEY.
S.S. SOPALA...	...	...	...	G. R. SHERMAN.
S.S. INDRASHAMA...	...	...	...	R. P. CHAPMAN.
S.S. INDRAYELLI...	...	...	...	J. CULLENCOCK.
S.S. SERRA...	...	...	...	...
S.S. CATHERINE PARK...	...	...	...	CORP.
S.S. INKULA...	...	...	...	DEAN.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

Shipping.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND
ORIENTAL S.S. CO. TOYO KISEN KAISHA.
U.S. MAIL LINES.
VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.

Only line taking the warm Southern Route across the Pacific, via Honolulu,
the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DATE
SIBERIA	11,276 Gross Tons. TUESDAY, 18th April, at Noon.
MONGOLIA	13,639 " FRIDAY, 28th April, at Noon.
CHINA	5,000 " TUESDAY, 9th May, at Noon.
DORIC	4,784 " WEDNESDAY, 24th May, at Noon.
MANCHURIA	13,639 " WEDNESDAY, 24th May, at Noon.
KOREA	11,276 " TUESDAY, 19th June, at Noon.
CORTIO	4,862 " THURSDAY, 22nd June, at Noon.

Record Trip Yokohama to San Francisco made by S.S. KOREA, 11,276 tons, Oct.
18th-26th, 1902; 10 days, 15 hours.

THE P. M. Steamship SIBERIA will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBÉ, (INLAND SEA) YOKOHAMA, and HONO-
LULU on TUESDAY the 18th April, at Noon, taking Freight for Japan, the United
States, and Europe. Passengers are allowed to break their journey at any point
en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and
South America, by the Companies and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the
Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, April 6, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SWATOW & SHANGHAI	FOHSHING	TUESDAY, April 18, at Noon.
NINGPO & SHANGHAI	LANGSANG	THURSDAY, April 20, at 4 p.m.
MANILA	LOONGSANG	SATURDAY, April 22, at Noon.
SWATOW, CHEFOO and TIENTSIN	WOSANG	SUNDAY, April 23, at Daylight.
SHANGHAI	HINSANG	MONDAY, April 24, at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	YAMANG	WEDNESDAY, April 26, at 3 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and
are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze
Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

755

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR
SANGOR, SINGAPORE, BA- TAVIA, COLOMBO, INDIA, ADEN, EGYPT, MAR- SEILLES, LONDON, HAYRE, BORNEAU, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship
TONKIN.

Captain CHAMPELAIN will be despatched for
MARSEILLES on TUESDAY, the
18th April, 1905, at 1 p.m.

Passage Tickets and through Bills of
Lading issued for above ports.

Cargo also booked for principal places in
Europe.

Next Sailings will be as follows—
S.S. ARMAND BEHIC May 2, 1905.
S.S. DUMEREA May 1, 1905.
S.S. ERNEST SIMONS May 30, 1905.

G. DE CHAMPELAIN,
Agent.

Hongkong, April 7, 1905.

FOR NEW YORK,
Via PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

THE Steamship
HUDSON.

Captain HUNTER
will be despatched on or about TUESDAY,
the 25th April.

For Freight, etc., Apply to
STANDARD OIL COMPANY
OF NEW YORK.

Oriental Freight Department,
4 Des Voeux Road Central.

Hongkong, April 1, 1905.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queens-
land Ports, and taking through Cargo
to Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship
EMPIRE.

Captain HEWITT will be despatched for
the above Ports on SATURDAY, the 9th
May, at Noon.

This well-known Steamer is especially
fitted for Passengers, and has a large
Fresh Provisions, Ice, &c., throughout the
voyage.

The Steamer is installed throughout with
the Electric Light.

A duly qualified Surgeon and Stewardess
are carried.

N.B.—To secure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in all saloons.

For Freight or Passage, apply to—
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, April 11, 1905.

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship
CAPTAIN HAINES.

will be despatched for
the above Ports on TUESDAY, the 18th
Inst. at 2 p.m.

For Freight or Passage, apply to
DOUGLAS, LARREIX & Co.,
General Managers.

Hongkong, April 15, 1905.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship
CATHARINE ATCAR.

Captain A. SNEVIER, will be despatched
for the above Ports on TUESDAY, the
18th inst. at 3 p.m.

For Freight or Passage, apply to
D. SASSOON & Co., Ltd.,
Agents.

Hongkong, April 13, 1905.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.
Proposed Sailings from Hongkong.

STEAMERS. To Sail. 1905.

LOWTHER CASTLE About April 19.

SAGAMI About May 20.

HINDUSTAN About June 6.

For Freight and further information,
Apply to—
DODWELL & CO., LTD.,
Agents.

Hongkong, April 11, 1905.

BEN LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship
BENALDI.

Captain McILROY, will be despatched as
above on or about 5th May, 1905.

For Freight apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, April 11, 1905.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship Nansang,
having arrived from the above Ports
Consignees of Cargo by her are hereby
informed that their goods will be delivered
from alongside.

Cargo impeding the discharge or re-
moving on board after 4 p.m. on TUESDAY,
the 19th inst., will be landed at Con-
signees' risk and expense into Godowns at
West Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, April 15, 1905.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER POONA.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the Godowns at
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each con-
signment will be sorted out Mark by Mark and
delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo—
From London, &c., of the Peninsular.
Optional Goods will be landed here un-
less instructions are given to the contrary
before 1 p.m. To-day.

Goods not cleared by the 21st Inst.,
at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me
in any case whatever.

Damaged packages must be left in the
Godowns for examination by the Con-
signees and the Company's representative
at an appointed hour. All claims must be
presented within ten days of the steamer's
arrival here, after which date they cannot
be recognised. No claims will be admitted
after the goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, April 16, 1905.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP TREMONT.

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBÉ AND MOJI.

THE above Steamer having arrived Con-
signees

Established over Half-a-Century

One of the portraits was that of a young
seated on a rustic seat in a garden.

Days in Stock & Large Supply of lumber
Reasonable Prices.
Kongkong, February 16, 1905. 237

MATERIALS at Reasonable Prices.
Hongkong, February 20, 1906. 364

Managtr.
Hongkong, March 30, 1906. 589

PRICE, 40 Cents.
MAIL OFFICE 5 Wyndham Street.

